DeLoreanWorld

Published Quarterly by the DeLorean Owners Association Volume 17, Number 1; Winter 2000

DYNO TESTING
ENGINE
UPGRADES

**SHOWS &
MILLENNIUM
CELEBRATIONS**

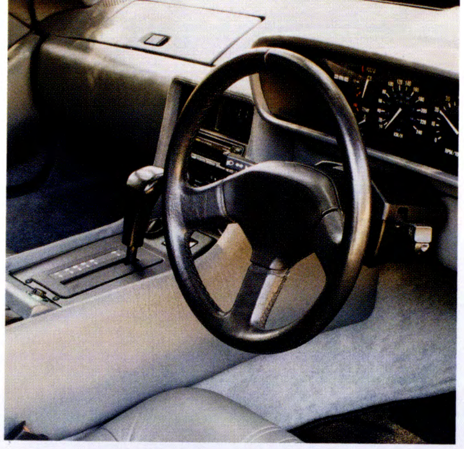
A MOUNTAIN
TREK GETAWAY

Road to Rio!

DeLorean Expo 2000 / November 9–12 at the Rio in Las Vegas

DeLoreanWorld

DeLorean World, Volume 17, Number 1; Winter 2000



ON THE COVER
This 1981 right hand drive DeLorean was shipped by Dennis Huang of Queensland, Australia to DeLorean One for total restoration.

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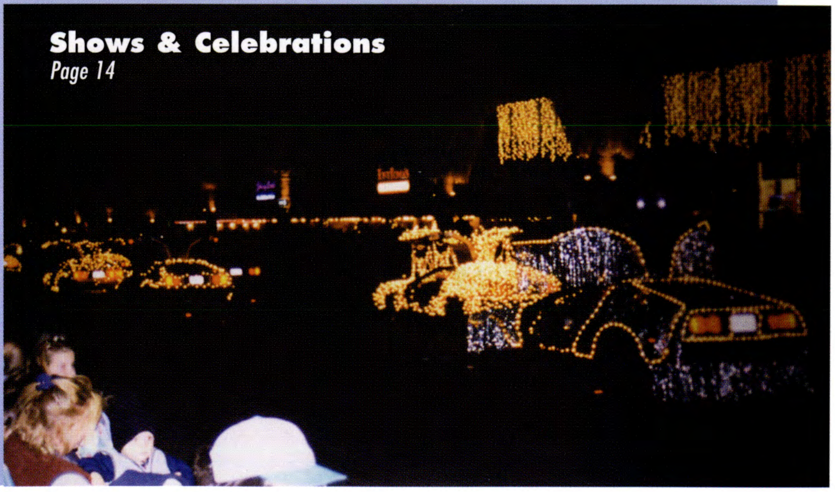

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PRESIDENT'S MESSAGE

By Linda Porter

THE NEW YEAR 2000 ... THE START OF A NEW DECADE, CENTURY, MILLENNIUM...

When I was in the fourth grade, my little country school built a new school. After the move, every student wrote a "letter to the future" to be included in a time capsule that was to be buried under a brick monument that featured the bell from the old school. Our teacher explained that the capsule would be opened in the year 2000. I had to do the math to figure out how old I'd be then, and it seemed ancient. We all spent a bit of time trying to imagine what we'd be doing in the Year 2000, but I can't remember what I imagined. Whatever it was, I'm sure it wasn't even close!

Three years ago, I returned to this school for a reunion of all classes. Anyone who ever attended was invited. It was quite a scene. My sister, father, aunts, uncles, former neighbors, teachers, principals and classmates I hadn't seen in years were there.

The surprise of the day for me, however, was when they announced that the time capsule had been opened. How could that be? Y2K was still a few years away. It seems the year before, some repair work was done to water pipes. In the process, it was discovered that moisture had seeped into the time capsule. Plastics weren't what they are today, and the papers in the capsule were wrapped in cellophane! Many were damaged, but there were still a lot in fairly good condition. The letters were passed out to all those at the reunion who had been in the school the year they were written. After a few times being folded and unfolded, most fell apart at the fold. That didn't stop us from reading them and laughing at the things we thought were important as an elementary school child. I was reminded who was my favorite movie star, which boy was the class clown, and which were my favorite and least favorite school subjects (as if I'd ever forget that!).

This served to remind me that what we think is important changes with time and maturity. However, I think you'll agree that some things don't change: the importance of family and friends; having an interest in something outside yourself; and most of all, the importance of staying healthy in order to enjoy all these things.

I hope this year, and all the years to follow, will bring you health, happiness, prosperity, and the opportunity to drive your DeLorean as often as possible.

After many years on the Board of Directors, Jack Balderston decided it was time to retire. He seems to get busier every year, with his business and his travels. He has served as Board Parliamentarian for many years and we will miss his calm leadership. Roy Knyrim from Los Angeles has agreed to serve on the Board for the remainder of Jack's term. Roy and his wife, Stella, have volunteered their time many times these past several years, most often helping with DeLorean World mailings. Elected to serve as Parliamentarian is Delores Hales. She is prepared, with her Robert's Rules of Order, to keep us in line.

This issue of DeLorean World features articles from several of our members around the country.

Robert Brandys from Illinois explains "dyno testing" and details results of tests run on several stock and modified DeLoreans in November.

David and Mary Lou Knudson take a short trip in their DeLorean to a lovely little place outside Los Angeles for a DeLorean Getaway.

Mike Hanley shares his DeLorean experiences at parades and car shows. And Hank Breer tells us how homecomings, company parties and DeLoreans might mean a source of some extra cash.

A DeLorean service bulletin, and a nice long list of car-related activities round out the issue.

CALENDAR OF FUTURE **CAR EVENTS**

Do you know of any events that are not sponsored by the DeLorean Owners Association but may be of interest to DeLorean owners? To inform our readers about shows, meets or places of interest to DeLorean owners, we present this events calendar. Please submit the following information for each event:

Location *(state, city/town, place)*
Date *(three or more months ahead of time you receive each issue)*
Name, address and telephone number *(for further information)*

Hold the notice size to 30-40 words
Send to: Hank Breer, 1946 N. Harding Ave., Altadena, CA 91001

MARCH

DATES VARY

Phoenix, AZ — **Monthly Drive** with the British-Euro car Clubs. Sponsored by Jaguar Clubs of North America. Info: Jolene Beard/Julie Maris rusty@cybervault.com or Mark Stephenson marks@starlink.com or (602) 867-7462

5

Phoenix, AZ — **Wheels of Britain** – Heritage Square. British car/motorcycle show. All British motor vehicles welcome. Trophies and Dash Plaques. Fee: $15.00 - pre-registration - $20 - day-of-show. Mike and Janice Goodwin at 480-759-9386

18-19

Wethersfield, CT — **6th Annual No-Reserve Auction** – Literature, Books, Artwork, Signs, Mascots, Petroliana and more. Automobilia Auctions Inc. Info Jerry Lettieri (860) 529-7177 or Dave Brownell (802) 362-4719

19

San Diego, CA — **Auto Swap, Show & Sale** – San Diego Qualcomm Stadium (formerly Jack Murphy Stadium), 6 a.m. - 2 p.m. Trophies & Cash Prizes. Open to all vehicles. (619) 484-9342. www.carsnet.com

24-25

New Orleans, LA — **10th Annual New Orleans British Car Day** – held in a suburban park on grass next to an air conditioned pavilion. There will be a welcome party on Friday night and an award dinner on Saturday night in the Pavilion ($7.50 per person). The last 2 years they had 140 cars from 7 states. Entry fee: $20, ($25 after March 10) T-shirts $10, Info: Harold O'Reilly, PH: 504-486-5837(h) 5044862424(w), FAX: 504-821-7961, e-mail: haroldor@bellsouth.net http://208.22.201.17/carshow.htm

24-26

Daytona Beach, FL — **11th Annual Spring Daytona Beach Car Show & Swap Meet** – Daytona International Speedway. Show registration $20 prior to March 15, $25 after. Info: Rick (904) 255-7355

APRIL

DATES VARY

Phoenix, AZ — **Monthly Drive** – with the British-Euro car Clubs. Sponsored by Jaguar Clubs of North America. Info: Jolene Beard/Julie Maris rusty@cybervault.com or Mark Stephenson marks@starlink.com or (602) 867-7462

6-9

Charlotte, NC — **Charlotte Autofair 2000** – at the Lowe's Motor Speedway. Collector Car Flea Market, Car Corral, Car Show. 23rd year. Largest collector car flea market in Southeast. Hornets Nest Region, AACA (704) 841-1990

7-9

Santa Maria, CA — **North Meets South 2000 "Back From The Future"** – at the Airport Regency. Friday: Registration & Hospitality Suite. Saturday: People's Choice Car Show and rallye through the hills and wine country of central California. Saturday night: awards banquet, dinner, door prices and dancing. Rooms at $59, Breakfast included. www.tcsn.net/maynard2/North-Meets-South.htm Lorin Cuthbert lcuthbert@aol.com. (805) 937-6851

7-9

Palm Springs, CA — **6th Annual Palm Springs Car Classic** – Three world class events in one weekend! Cool Car Cruise-In, Concours d'Elegance, & Classic Car Auction. Spectrum Auction Company. (818) 225-8828. (760) 323-1057. (805) 966-6940

21-23

Winston-Salem, NC — **The Gathering** – Friday: Auction. Saturday: Car show at Reynolda House in Reynolda Village. Last year, over 150 cars and 12 marques were in attendance. Saturday evening: awards banquet. Sunday: autocross, funkhana and blindfold rallye. Sponsored by Triumph Club of the Carolinas. Info: Ralph Jannelli (704) 844-2622 or ralph.jannelli@prodigy.net

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San Diego, CA — **Auto Swap, Show & Sale** – San Diego Qualcomm Stadium (formerly Jack Murphy Stadium), 6 a.m. - 2 p.m. Trophies & Cash Prizes. Open to all vehicles. (619) 484-9342. www.carsnet.com

MAY

DATES VARY

Phoenix, AZ — **Monthly Drive** – with the British-Euro car Clubs. Times vary with the season. Sponsored by Jaguar Clubs of North America. Info: Jolene Beard/Julie Maris rusty@cybervault.com or Mark Stephenson marks@starlink.com or (602) 867-7462

6-7

Seligman, AZ — **Annual Fun Run** – Historic Route 66 Association of Arizona. Historic Route 66 from Seligman to Topock/Golden Shores. (520) 753-5001. Fax: (520) 753-5852. Azrt66@ctaz.com

6-7

Button Willow, CA — **VARA British Extravaganza** – Button Willow Raceway Park. (800) 280-8272

7

Co. Meath, Republic of Ireland — **Norman Pratt Memorial Run** - One of Ireland's biggest classic car rallyes. All cars welcome! Info: Shane Christie (0405) 46276.

12-14

Chickasha, OK — **Chickasha Spring 2000** – Grady Co Fairgrounds, 30 miles SW of Oklahoma City on I-44. Swap Meet, Okie Region AACA. Classic, Street Rods, & Antique Cars. Info: (405) 224-OKLA (6552)

13

Monrovia, CA — **Monrovia Days Parade** – City of Monrovia. DeLoreans have participated in this local parade for the last few years. Open to all DeLorean Owners. Join us this year. Info: Mimi Breer, (626) 798-6279. Fax: (626) 798-9764. Hbreer@ix.netcom.com

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Richmond, VA — **8th Annual British Car Meet at the Boulders.** Open to all British Marques. People's choice judging. Trophies. Autojumble (parts sale) Pre-registration $10 / Day of show $20. Ken Nachman H: (804) 659-2183 W: (804) 527-1515 F: (804) 527-1616 kmntr6@aol.com

26-28

Champaign/Urbana, IL — **9th Annual Champagne British Car Festival** – Featured marque: Austin Mini and all other variants. Theme for this year's show is "Dressed to the Nines" 1920's and 1930's style atmosphere. Info: Gary Brown (309) 663-5372 or garysmgb@aol.com

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La Cañada / Flintridge, CA — **Memorial Day Parade** – Following the parade, join the DeLorean Owners Association for a brief board meeting and then a backyard bar-b-que. This is an annual event for the Association and all are welcome. Contact Mimi Breer, (626) 798-6279 fax: (626) 798-9764 or hbreer@ix.netcom.com

JUNE

4

Rochester, NY — **Sports Cars & Vintage Auto Festival** – Formerly known as Victor Auto Show. One of the largest auto shows in the Eastern US. I-90 exit 44 to Rt. 386 S. Finger Lakes Racetrack in Farmington N.Y. Info: Phil Parisi Phone/Fax: (716) 225-5939 or pparismg@aol.com

8-11

Thunder Bay, Ontario, Canada — **Lake Superior Rendezvous** – Nor'wester Resort Hotel Arrive on Thursday evening and be treated to some "down-home" hospitality followed by a choice of tours on Friday. Options include: Amethyst & Agate mine tours, turn of the Century museum tour, city tour, Old Fort William tour, and/or short distance scenic driving tours (Silver Islet, Quimet Canyon, Kakabeka Falls). The choice will be yours. Come early and settle in for a relaxing day of fun and friendship. Glen Paterson (807) 475-9429 patfed@tbaytel.net

15-18

Cleveland, OH — **DeLorean Car Show "Year 2000"** – Great Lakes Science Center, Rock and Roll Hall of Fame and Lakefront of Cleveland. Friday event at the Crawford Auto Aviation Museum (home of the first production DeLorean VIN# 500 with 12 miles). Car cruises around the city. Ken Koncelik Phone/fax: (513) 398-2445 www.deloreancarshow.com

SAVE THE DATE!

JULY 23, 2000

Trim, Co. Meath, Republic of Ireland — **Annual Trim Vintage & Veteran Car Show.** Wide range of classic, vintage and veteran cars on show. Info: Shane Christie (0405) 46276.

NOVEMBER 9-12, 2000

Las Vegas, NV — **DeLorean Expo 2000** – Rio Hotel, Las Vegas. Watch ***DeLorean World*** for details.

MAY 24-27, 2001

Belfast, Northern Ireland — **EuroExpo 2001** – The European DeLorean event. For further information, call 1-23-261-1780 or e-mail roblamrock@aol.com.

Letters to the Editor

We welcome your letters about DeLorean-related issues, so join in. We may need to edit what you send us for clarity, content and brevity, however.

Send your letters to
David Knudson, P.O. Box 423,
Tujunga, CA 91043-0423.

Dear Sir:
I HATE to rain on your parade BUT, your article on page 7 of the latest edition (The importance of your input.) is so hypercritical and arrogant as to be counterproductive. No one is going to send articles to be edited by someone who uses such poor grammar and construction as you do.

The magazine is slick and trite because you confuse form with content. Most of it is just plain CORNY. Bad editing results in all the letters to the editor appearing to be written by the same person.

You must understand that not all Delorean owners are impressed by glossy layouts and trivia. The fact that you find some contributions unacceptable when you yourself write so badly, reflects more upon you than on the authors.

Please get real and give the members more facts and less fluff.

Yours for a better DeloreanWorld (sic).

By all means print this in the magazine.

Donald Stroh,
San Francisco, CA

Thank you very much for your letter. You, by no means, rained on my parade. I appreciate criticism and will print your letter.

First I will respond to your reference to my article on page 7 in the last issue. It was written because we pay people to write articles (certainly nothing substantial) and I want as many of these folks as possible to be successful. It isn't pleasant to have to reject articles and I do not have the time to correspond back and forth trying to determine what the writer is attempting to say. In those cases, we end up hurting someone's feelings and we don't get what may have been a worthy article. I really hope you are the only one who finds this arrogant.

You say that no one would send in articles to be edited by someone who uses such poor grammar and construction as I do. Here, you've got me. I was an advertising copywriter for over 30 years and no one uses worse grammar than we do. Some of the stuff, particularly on television, sounds like it was written by illiterates and it probably was.

Yes, I edit most of the letters quite heavily. But I have not edited yours.

Next, you call the magazine slick and trite, and you say that I confuse form with content. We try our best to make the magazine attractive but we publish the material provided by our members. So, although it may be trite to you, it must be what they want to see and read.

Finally, you ask me to get real and give the members more facts and less fluff. You have been a member for quite a few years, so you must know some facts about the car and you must be a good writer. Why not write a good, factual article. I doubt if I would have to edit it at all. Oh, maybe with one exception. 'Delorean World' is two words, not one.

Editor,
I have several friends in the DeLorean Owners Association back here in Connecticut and we think you must not be printing a lot of articles from people in other states than California. We have not sent any in to you so we don't know for sure, but we have heard that you favor articles by friends back there. Anyone can see that there are many more California articles.

Harley Farrand,
Manchester, CT

I think this is a common misconception but it is just that. We simply get more articles from Californians.

Dear David Knudson,
(Via e-mail)
As a member of the DeLorean Owners Association (USA) and secretary and registrar of the DeLorean Owners Club (UK), and owner of 4 original right hand drive cars, I was surprised to see that you have stated in the latest edition of DeLorean World, that no RHD cars left the factory!

There is no shame in saying I don't know, but you could have first checked with your British cousins.

If you check out Martin Gutlowski's web site ... www.de-lorean.co.uk you will see numerous photo's and descriptions of about half of the known surviving UK RHD examples.

Some of these photo's taken earlier this month at the "NEC", Britain's' biggest and most prestigious Classic Car Show, where our club displayed 4 RHD's on its "prize winning" stand (2nd out of 520).

As far as I know no "original" RHD cars ever made it to the other side of the pond, so it's perhaps not surprising how little is known about them in the States. Indeed even in the UK apart from the ones I have recently bought, (all previously one owner cars) only two others have changed hands in the last 10 years or so.

One of America's leading DeLorean experts and concourse judge, Steve Wynn, checked out the latest RHD "barn find" to turn up, "DUSTY", this has only got 4 miles on the clock, and has never been registered for road use!

Steve said that this is a "significant" car, in some ways as "important" as the 2 GOLD cars!

He also said after checking out the car, that because of the many and varied differences between this and the other RHD cars on display, he was going to have to "re-write" the rule book, about what is and is not "original fitments"! ... If we in the DOC ever get into "concourse" (sic)!

What is an "original Right Hand Drive Car"? ... My interpretation is, one that left the De DeLorean factory as such.

All RHD cars are "conversions" in that, the plastic underbody would have to have been re-designed and re-made in the footwell, and spare wheel areas to be a true "unconverted RHD". This never happened, the "under bonnet" area's were cut out and remade separately, the foot well area was not altered, such, that the pedals (on manuals) seem a bit close together.

There is no doubt that, depending which book you read between 15-25 were "converted" to RHD for or by the factory. Of these about 12-14 are thought to survive. Some were used for testing purposes and were later scrapped.

It is known for sure that much of the development and conversion work was done in other parts of the UK, mostly at Woller-Hodeck in Andover, but Lotus and Girling were also involved. As this work was done FOR the DeLorean factory, it is legitimate to say these cars are FACTORY ORIGINAL cars.

It would seem that the conversion work started at various and different stages in the building of these cars, some were undoubtedly complete LHD cars that were "ripped apart", whilst some were taken off the production line at an earlier stage, some had the hand brake already fitted on the "wrong" side, some did not. etc. etc.

Most (but not all) of these cars were given batches of consecutive VIN and or registration numbers, one batch of 3 cars, (registered by the factory) as AXI 1697, AXI 1698, AXI 1699 (in Northern Ireland) were thought to have had most from the other 10 by all having roof aerials (radio ante), no rear side markers (or hole is in the panels), small round front side markers, non-locking petrol cars, one key to do everything, etc. etc.

One other batch of Euro LHD/RHD cars were mostly registered (by the factory) with SIJ ... registration numbers, the vin numbers in the area of 012170-80, another patch still, has reg. numbers SJI ... What is certain, is that hardly any 2 RHD's are identical, they all show "evolutionary" differences, indeed some of the last ones, sold by the

continued on next page...

DELOREAN WORLD

Letters TO THE EDITOR

cont.

receiver, (DUSTY for example) seem to have "any old" bits stuck on, just to get them "out of the door".

As we all know the only parts actually made in the DeLorean factory, were the plastic under bodies, the rest of the car was sourced from other manufactures and suppliers and "assembled" in the factory. In my opinion this makes all of the "left the factory as RHD's" just as legitimate, if not considerably rarer, than the more normal left hands drives.

There are further cars, that have been converted "post factory". As long as this has been done well, I can't see anything wrong with this, if it encourages the "safe" use and enjoyment of driving, what in my opinion, is one of the best and most distinctive cars in the world!

I am currently researching all of the right hand drive cars by sending out questionnaires, talked to former factory employees, searching documents etc. and will, hopefully, next year publish a book detailing the differences between all the RHD cars, whether "Factory originals" of post factory conversion. Any owners who contact me with useful info will eventually receive a "complementary" signed copy of the book.

Chris Parnham,
Derby, England

The factory didn't "produce" them, they "converted" a couple of left hand drives and hired a company to convert a few more. They were not factory "production" cars.

The facts are that they contracted out about 15 cars to be converted by a company in England called Wooler-Hodec, but these were LHD which were taken off the production line for conversion. There were also a couple of cars converted at the factory, VIN #510 being one of these which was auctioned by the receivers and made £18,500 (approx. $28,000) in May 1984.

These RHD cars were mainly used by factory PR people and senior managers as company cars. You may argue that they were authorized by the factory but these types of contracted conversions are done regularly in the states to vans and other models and they are not considered factory produced.

Dear Editor,
Fun, fun, fun. That's all well and good but I want more information on how I can best maintain my car. You must get ideas from some members.

David Ferbrache,
Cole City, Georgia

We get very few technical help articles. We would like to receive them very much but most members realize that virtually all of the noteworthy articles and tips have been printed in back issues.

Awhile ago, we reprinted some of those tips and got letters saying we shouldn't waste our pages on information they already have.

Dear Editor,
(via e-mail)
When re-reading previous DW magazines, one article particularly caught my eye. The President's Message (DW Spring 1987) mentions money "to be set aside as reserves for dies and molds to reproduce obsolete parts". Personally, I think this is a great idea!

This was written 10 years ago, and I would like to hear how far the DOA has come regarding this. Are there any plans to produce stainless steel body panels for instance?

Stian Birkeland,
Flekkefjord, Norway

The statement that you are referring to was made by then president, Ed Bernstein in his "President's Message" as a point of discussion that took place in a board meeting. If you will read his message further, you will notice that the program was discussed and rejected. Whether it had been or not, it would have made and still makes no sense for the Association to go into the parts manufacturing business. The cost and liability would make it prohibitive. Besides, the various service centers have taken on that responsibility.

As far as reproducing body panels, the original dies were "lost" so it would require an investment of millions to reproduce them.

EDITOR'S OPINION

by David Knudson

It has been quite a few years since an editor has published a column in DeLorean World. But I think it is time.

IT'S MY TURN TO CRITICIZE.

You will notice in this issue, several letters to the editor complaining about the content of DeLorean World. They are answered in the "Letters to the Editor" column but there is something I would like to add here. The Association is only as strong as its members and this is particularly true of DeLorean World which survives on articles from you.

We are not a company run by highly paid executives where the investors do nothing but collect dividends. We are not entertainment like sitcoms and football games where no one participates except the players while everyone else just watches. We are run by a volunteer Board of Directors trying to do the best they can for all members and we're trying to produce the magazine in the same way. Criticism is fine but those who do it are really just criticizing themselves for not participating. Participation is much more productive. In every respect, we need your participation, whether it be attending Expos or sending in articles. If you don't like the content of the magazine, send us yours.

DIGITALLY DESTROYING THE MARQUE.

Criticizing people who criticize you (see above) is pretty well guaranteed to get you nowhere when you do it. I'm convinced most people just think you're a whiner who can't take it. Worst of all, they won't get the point. So feel free to write in and assure me of my theory.

Criticism has reached a new level of viciousness on the internet and for you non-netters, this nasty dialog has come to be called "flaming". Here's what happens. People of like interests "gather" on a "mailing list" or in a "chat room" to discuss those interests. Of course, arguments arise during these discussions and pretty soon you have a bunch of folks duking it out, verbally. This is "flaming". Most sites have moderators who claim they don't allow flaming but it continues anyway.

Well, of course, the DeLorean community ended up with a "mailing list" several years ago. It was begun by an internet-savvy DeLorean owner, with the intent of providing a forum for DeLorean dialog. But, before long, it became very anti-Association. Soon the Board of Directors and even individual board members were being attacked – usually by non-members, and even by non-owners. It also became a source of misguided and often dangerous technical information disseminated by list members with the intent of exchanging "cheap fixes".

Several months ago, the founder of the list decided to turn over control of it to several well intentioned gentlemen who toned it down a little. But strident, personal attacks were still allowed. They just weren't allowed to reach a feeding frenzy as they had been when the founder was at the helm. However, the misinformation and the how-to-wire-your-car-back-together advice continues.

SO, HOW DOES THIS AFFECT YOU?

Chances are, you couldn't care less about the site's personal attacks and bad advice because you don't pay any attention to it and you don't think it affects you. Unfortunately, if you care at all about the value and reputation of your DeLorean automobile, it affects you a lot. Here is why. Typically, anyone interested in purchasing a DeLorean today will go to the internet to find out about the marque. If they don't have a computer, a friend does. They browse through the sites and end up checking out the DeLorean mailing list. On it they find a litany of problems, cheap fixes, complaints and personal attacks. Who wants a car like this?

I know this scenario is not only true but extremely common because I have watched the advertised prices drop steadily during the time the list has been on the internet. Many owners who have had their cars for sale have also complained that potential buyers have told them they could see by the discussions on the list that the car isn't worth much.

The building of a positive reputation for the marque took years. Immediately after the factory closed, hundreds rushed to get rid of their DeLoreans at any price. Needless to say, the value of the car was all but nonexistent. But it began to recover. Next, the John DeLorean scandal made it a coke joke. In fact, one of the reasons the Association was formed was to try to nullify the bad reputation the marque was acquiring. Then, thanks to the Association and Steven Spielberg it was becoming desirable again.

As time passed, the DeLorean marque began appearing on many "Best Collectibles" lists, and during the years most collector cars were declining in value, ours held its own. As the economy improved, quality DeLoreans were selling in the 20's. Then came the mailing list and values plummeted.

The internet is an awesome means of reaching people all over the world. Unfortunately, in the case of the DeLorean marque, a site designed to help a few owners is destroying the marque for all the others. Most people realize that the value and reputation of a collector car is based on the impression the public has of it. Is a Ferrari really worth over ten times more than an Acura? The public says it is.

Dyno Testing

DeLorean Engine Upgrades

PART I

By Robert C. Brandys, Hinsdale, Illinois

Photos by Bob Brandys and Timar Ardon

On November 6, 1999, our local club held a "Dyno Day" at Street Stuff in Addison, Illinois to test the performance of various stock and modified DeLoreans. Over 15 DeLorean enthusiasts attended the testing, which was an interesting and enlightening experience. As a result of all the interest, another Dyno Day is planned next spring.

As most DeLorean owners know, JZD planned on offering a turbocharged DeLorean starting with the '84 model year. Unfortunately, he was never permitted to make this dream happen.

A few "Legend Turbo" prototypes were built. In addition, sufficient information and after market parts became available for some DeLorean owners to create their own "84" DeLoreans with a single or dual turbocharged engine. The exact number of turbocharged DeLoreans is not documented, but an estimated 80 of these cars may exist based on my tracking of owner comments and car counts over the years. This would mean that about 1% (1 in 100) of all DeLoreans are now turbocharged (single or dual).

In all the years of talking about turbocharged DeLoreans, though, the most important question has not been accurately answered, "Exactly, what does turbocharging your DeLorean do for its performance?"

This Part I article starts to answer that question, and future articles will go much further. This article details the performance test results for all of the following engine and transmission combinations. The data was generated by chassis dynamometer testing of these cars. The basic engine and transmission combinations are shown in the table below:

ENGINE/TRANSMISSION COMBINATIONS

Engine	Transmission
V-8 4.5 L Aluminum Rover	ZF 4 speed automatic
V-6 Supercharged 2.8 L RPV engine	5 speed stick
V-6 Single Turbocharged 2.8 L RPV engine	5 speed stick
V-6 Stock 2.8 L RPV engine	5 speed stick
V-6 Stock 2.8 L RPV engine	ZF 3 speed automatic

STREET STUFF
HOT ROD SHOP!

TECHNICAL DEFINITIONS

For those DeLorean owners who have no idea what "dyno testing" is, here are some basic definitions:

Engine Dynamometer - A device that measures the horsepower and torque of an engine on a engine test stand (not in a vehicle). The SAE (Society of Automotive Engineers) testing standard requires all engine accessories be on the engine when this testing is done. This includes, for example, alternator, A/C compressor, air pump for pollution control, emission controls, etc. This testing produces what is called the Net SAE Horsepower. For the stock DeLorean engine, this was 130 horsepower.

Chassis Dynamometer - A stationary device that measures the torque put out at the wheels by the car's engine. The dynometer used in this testing was an inertial type. This testing includes all the frictional losses of the transmission, rear engine, brake drag, etc.

Horsepower - The energy per unit time that an engine produces. The more horsepower an engine can produce, the faster a car can accelerate. (torque x rpm/5252 = horsepower)

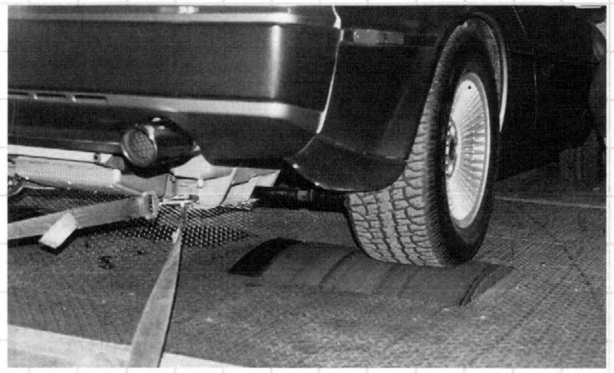
Usually, engines are rated in horsepower without all the drive train losses associated with the vehicle transmission, differential, clutch, etc. For example, the DeLorean engine is rated at 130 horsepower, however, when this horsepower is measured at the drive wheels, the frictional loss for the transmission and differential reduced this to about 100 horsepower.

Torque - The turning force that an engine produces through the crankshaft. In this country, this is measured in foot-pounds of force. For example, if you put a 12" pipe wrench on a pipe and push on the end of the wrench with 100 lb. of force, you are generating 100 foot-pounds of torque. Torque is generally responsible for the "seat of the pants" feel during acceleration. A "torquey" engine is fun to drive because it "feels" very powerful.

Driveline or Drivetrain Losses - These are frictional losses that reduce the available power output of a car. A 30 horsepower drive train loss is not unusual. An automatic transmission car will have more drive train losses than a stick car because of extra friction in the automatic transmission.

rpm - Revolutions per minute of an engine. For a 4 stroke engine, the cylinders fire on every other revolution.

"Dyno run" - This is a single test of a car's horsepower and torque. The car is gradually brought up to speed on the dyno going through the different gears up to about 50 mph getting the transmission into 3rd gear where the drive ratio is 1:1. (One engine revolution for every revolution of the drive shaft.) For the DeLorean stick shift, this is fourth gear. For the DeLorean automatic, this is 3rd gear. Once the car is up to speed, the gas pedal is put to the floor and the power data recording begins. At the start of the test the engine is turning about 2,700 rpm. As the car accelerates on the dyno, the engine is accelerated to its "red line" rpm, then the gas is let off, the data recording ends, and the car decelerates to 0 mph. For the DeLorean engine, the "red line" rpm is about 5,500. Typically, two dyno runs are performed to make sure the data is accurate. This was done for all of the DeLoreans tested.



Dyno Tuning - This involves repeated dyno runs with the car. Between each run, adjustments or changes are made to the engine such as timing, spark plugs, air to fuel ratio, air cleaner filter, etc. If the change improves the engine output, the change is made permanent. Usually, a 5-10 horsepower gain can be made by dyno tuning a car.

DESCRIPTIONS OF THE CARS TESTED

Each of the upgraded cars are a story in themselves. For the purposes of this article, only brief descriptions of individual cars are presented below:

THE 5 SPEED STOCK DELOREAN

This 20,000 original mile DeLorean is owned by Tom Sedor of Chicago, Illinois. He has maintained his car impeccably. This car should represent what a typical 5 speed DeLorean would put out in horsepower and torque. It was tested last year at Street Stuff at the same time as the dyno tuning of the V-8 Delorean. This testing gave us the experience as to exactly how far we could push a DeLorean engine during testing.

Turbocharged DeLorean.

THE AUTOMATIC STOCK DELOREAN

This 30,000 original mile DeLorean is owned by Bob Brandys of Hinsdale, Illinois. He converted this formerly 5 speed manual to an automatic about 2 years ago. The automatic transmission was a brand new unit from KPAC. The transmission has less than 1,000 miles on it, so this car was a perfect test of the performance of a virtually new automatic DeLorean. Bob uses Mobil 1 synthetic oil in this engine.

continued on next page...

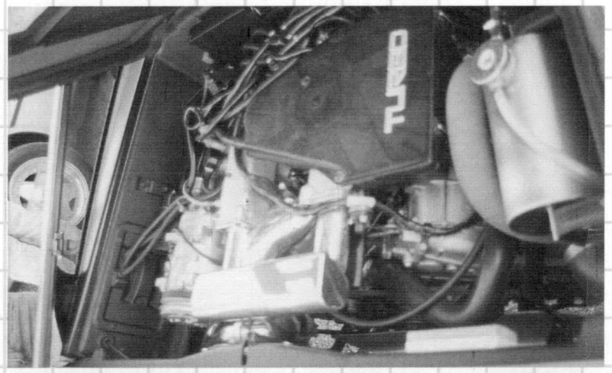
Dyno Testing *continued*

THE SUPERCHARGED DELOREAN

This supercharged DeLorean is owned by Jason Ross of Lake Zurich, IL. He had Glenn & Sons Automotive install a Powerdyne DBIIA Supercharger on his stock 2.8 L DeLorean engine. He wanted the installation to be done professionally with custom powder coated brackets using off-the-shelf parts from existing cars to insure reliability and repairability. Glenn & Sons professionally installed the unit with an almost stock look to the finished product. A custom dual exhaust system with two catalytic converters and resonators was also fabricated. Jason normally ran the car with 5 psi of boost. The air to fuel ratio during boost is controlled by a pressure switch.

THE TURBOCHARGED DELOREAN

The Turbocharged DeLorean is owned by Marty Maier of St. Louis, Illinois. He installed a BRA Kit (ca. 1981) single turbocharger on his 50,000 mi. stock 2.8 L DeLorean. He installed the unit with an almost stock look to the finished product. A custom single exhaust system with catalytic converter and muffler was also fabricated. Marty normally ran the car with 5 psi of boost. The air to fuel ratio is controlled during boost by a pressure switch. Marty uses Mobil 1 synthetic oil in this engine.



Turbocharged DeLorean.

THE V-8 DELOREAN

The engine in the V-8 DeLorean was covered in the 3 part story about the 97™ DeLorean in previous issues of DeLorean World. This engine has 1,500 miles on it and is still running the original oil. The automatic transmission has about 25,000 miles on it. It uses synthetic Mobil 1 transmission fluid. This car was dyno tested at the Hot Rod Power Tour Festival July 29, 1999 at the Route 66 Drag Raceway in Joliet, IL. It was shown on Hot Rod Cable TV the same day. (Does anyone have a tape of this?)

THE DYNO TESTING RESULTS

The cars being tested were driven onto the dynamometer by "Charlie", the owner of Street Stuff. Each was then secured with double safety straps on the front and rear. The original DeLorean hold brackets used in shipping the cars made this easy to do. The picture above shows Marty's concourse DeLorean strapped to the dyno.

INTERPRETING THE HORSEPOWER AND TORQUE CURVES

All cars were tested on a Dyno Performance Engineering model 248C Dynamometer. The horsepower and torque curves shown in this article for the upgrade engines are based on at least 4 different dynamometer tests. The multiple testing validates the accuracy of the test results. For the stock DeLoreans, only two tests were done with virtually identical results.

The data generated during dyno testing do not always produce very smooth curves. This is generally due to fuel, ignition or detonation problems. The minor variations in horsepower and torque curves are not shown in the graphs below because they distract from the information being presented. The curves shown represent what the horsepower and torque curves would have looked like during smooth operating conditions, e.g. if the ignition systems worked properly.

IGNITION SYSTEM PROBLEMS

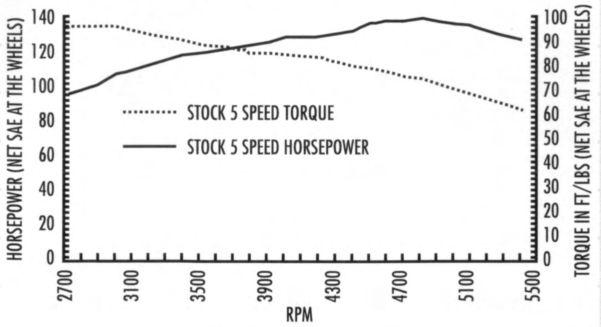
A very interesting event occurred on most of the DeLoreans tested. The stock DeLorean ignition system began to misfire starting at about 4,700 rpm. What this means is that the engine began to miss fire and loose power, then regain power. The power curve above this rpm range was very erratic. Clearly, if you intend to push your DeLorean to 5,500 rpm, you should consider a better ignition system. The only cars that did not show this problem were the V-8 DeLorean (because it did not have a stock ignition system) and the 5 speed DeLorean with only 20,000 miles. It is speculated that this problem is due to the age of the ignition coils which is almost 20 years now. Ignition system upgrades were planned for all that exhibited this problem during testing.

THE 5 SPEED DELOREAN TEST RESULTS

This was the first DeLorean we tested in March 1999. We did not see any ignition problems on Tom's car, perhaps because of its low mileage. Tom's car ran and sounded very solid. The peak horsepower was 100 HP @ 4,800 rpm. The peak torque was 134 ft./lbs. @ 2,800 rpm. The torque and horsepower curves were relatively flat, making the car's power level feel very smooth throughout the driving range. The horsepower and torque curves reflected the information that is published for this engine. The published information for the DeLorean engine (Net SAE) is 130 horsepower and 162 ft. lbs. of torque. Reportedly, the non emission controlled version was 140 horsepower and 173 ft./lbs. of torque. The difference between the published numbers and the chassis dyno numbers for the 5 speed DeLorean are due to the frictional losses associated with the drive train discussed earlier. (Transmission, differential, brake drag, muffler etc.)

The horsepower and torque curves showed an interesting sine wave (up and down) reflecting the fuel injection computer doing its job. The curves showed that the computer is constantly adjusting the air to fuel ratio to keep it at an optimum ratio. The cycle of this sine wave was about 2.5 seconds. This computer cycling time is similar to other computer-controlled cars of this period.

The horsepower and torque curves for Tom's stock 5 speed DeLorean are shown below:

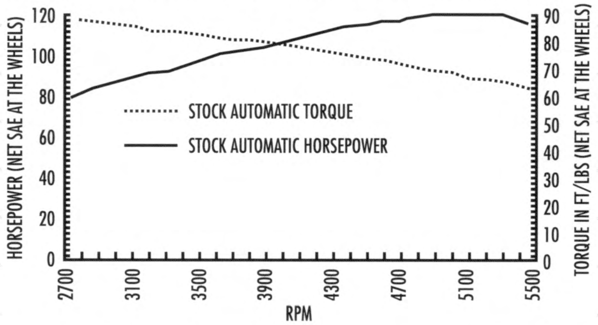

STOCK 5 SPEED DELOREAN DYNO TESTED – HORSEPOWER AND TORQUE

THE AUTOMATIC DELOREAN TEST RESULTS

This was the first DeLorean we tested on Dyno Day, November 6. At 4,700 rpm, a clear ignition problem was visible. At 5,000 rpm, the ignition system started to work properly again. This car had recently been tuned up (200 miles) receiving new wires, plugs, distributor cap, etc. Consequently, these items were ruled out as the source of the ignition problem. The automatic ran well and came up to speed reasonably fast. The peak horsepower was 90 HP @ 5,100 rpm, the peak torque was 115 ft./lbs. @ 2,800 rpm. The torque curve again, was relatively flat making the car's power level feel even throughout the driving range. The horsepower and torque curves also reflected those published for this engine.

The horsepower and torque curves for the automatic DeLorean showed the same sine wave indicating the computer was constantly adjusting the air to fuel ratio like the stick car. This was expected since they both had the same computer. However, when the ignition system began to malfunction, this sine wave disappeared and the line became very erratic. This is how the ignition problem was identified.

The horsepower and torque curves for the automatic DeLorean are shown below with the ignition malfunction removed from the curves:


STOCK AUTOMATIC DELOREAN DYNO TESTED – HORSEPOWER AND TORQUE

THE SUPERCHARGED DELOREAN TEST RESULTS

This was the third DeLorean we tested on Dyno Day. Since this was the first opportunity to dyno test the supercharged DeLorean, Jason wanted to dyno tune his car to optimize its performance. This meant that we would be doing repeated dyno tests measuring the effects of different adjustments to the engine. On the first test, at 4,700 rpm the stock DeLorean ignition system appeared to become erratic with this problem continuing through the 5,500 rpm range.

However, it was clear from the first test that the engine was too lean at higher rpms. In fact, the engine was so lean that it would not fire on all cylinders resulting in unburned gasoline in the exhaust. As a result, the exhaust would occasionally catch on fire producing blue flames coming out of the exhaust pipe! It was actually quite a neat effect and would keep cars from tailgating according to Jason. On the

continued on page 30…

SHOWS & CELEBRATIONS

Recent months saw DeLoreans enter many shows and Millennium Celebrations

by Mike Hanley, Sherman Oaks, CA

The End of a Year of Stainless Steel Car Shows and Gullwing Parades

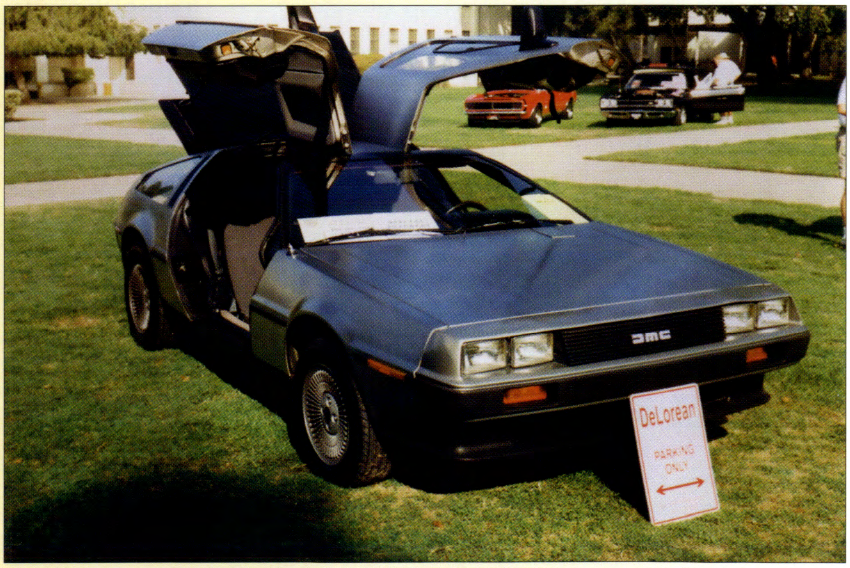
South Bay Show

July bestowed us with a special 4 DeLorean appearance at the South Bay Mustang Owners show courtesy of DeLorean and Mustang owner Dorothy Bradley Gates. Here, Dorothy didn't compete; she only displayed her DeLorean because she chaired the event. With 1st, 2nd, and 3rd place trophies for each car class, the three remaining DeLoreans did not drive home empty handed. 3rd place was claimed by Hank and Mimi Breer, second went to John and Joan Truscott, and 1st to yours truly. In an odd twist of fate, I also managed to snag the big raffle prize of free usage of any Ford, Lincoln or Mercury on the sponsoring dealer's lot. Needless to say, there were quite a few groans from the Mustang group as I accepted my prize. Still have yet to use it.

DeLoreans on display at a Mustang Show.

Ontario Show

Sneaking our marque again into another large show out in Ontario, California. The good people at Chaffey High School put on a wonderful event entitled "The Car Show for The Son". Though only pre-74 cars were allowed, an exception was made for our silver representative. Over many shows I have noticed that most people welcome a DeLorean in their midst. A true sign of an enduring automobile. A beautiful day shone down on the muscle car speckled courtyard. The gullwing stallion shone proudly and drew hoards of attention, as usual. So much in fact that the younger audience in attendance awarded the author with the best "Kids Choice" automobile trophy. Needless to say, the Back to the Future connection might have swayed the vote a bit.



A DeLorean on display at 'The Car Show for the Son.'

Van Nuys Show

In October, the Van Nuys Auto Row car dealerships threw their first annual Millennium Car Show featuring the evolution of the automobile. A large 3-block section of busy Van Nuys Blvd. was shut down and lined with automobiles spanning each decade of its evolution. Live music, fancy decorations, big name sponsors, and live radio coverage were just a few of the perks. I personally enjoyed the appearance of three of the fabulous Laker Girls graciously signing autographs. The DeLorean gloriously stood its ground as the premiere representative of the 80's. In its shadow, a 1986 Ferrari Testarosa, a 1980 Corvette and a late 80's Mercedes Benz. Guess who drew the most attention? Some controversy came at the awards ceremony as the Testarosa received first and the DeLorean 2nd. The controversy being the Ferrari happened to be owned by the event chairperson. Oh well, at least I was there to receive my award from Laker Girl, Katy.

As the show wound down, a late in the day photo opportunity occurred with the 1st place winner from the 70's. A relative perhaps or just a shadow of similarity appeared in the form of a pristine Bricklin. It is extremely rare to see one in good shape and was even more unusual to have both gullwinged roadsters side by side. A friendly union between two lover's of odd and risky automotive ventures made for a nice photo opportunity. (Sidenote, my doors never drooped!)

Mike Hanley receives show trophy from Laker Girl, Katy.

Muscle Car Show

Rounding out the year of car shows, fellow owners, Hank and Mimi Breer re-teamed with me at the Fall Muscle Car Madness show in November. Once again, our cars not quite fitting in with the rest of the genre but drawing equal, if not more attention, as usual. Hank reminded the muscle enthusiasts that none of their cars would probably exist if it weren't for John D's idea of putting a large engine in a small car, hence the GTO. To much surprise, as there were few categories, I was awarded with the "Best of the Non Big 3 Award". Again, quite a pleasant delight among such a specific group of cars.

Mike Hanley with trophy for 'Best Non Big 3'.

All in all, I think it is clear, after having been to many, many shows and parades this year that our marque still stands out nearly 20 years later and will continue to make an impression well into the next century. Long live the DeLorean!

continued on next page...

PALM SPRINGS PARADE OF LIGHTS

By Julie and Trevor Johnson, Ventura, CA

Everything has to be covered with lights.

Last summer, after much pleading from our son Trevor, we bought the car of our dreams — a DeLorean. My husband, David and I immediately joined the DeLorean Owner's Association to find out more about it and a place to have it worked on. With the membership packet came our first issue of *DeLorean World* magazine. We eagerly read it from cover to cover, noticing the list of upcoming activities.

One caught our eye — the Palm Springs Parade of Lights. I contacted Hank and Mimi Breer for more information. They sent us a very detailed (3 pages!) e-mail on the ins and outs of lighting our car. They have participated in the parade for the last three years. At the end of the e-mail, they said, "I hope this hasn't scared you off," which it had. It seemed like so much work.

The parade is held on the first weekend of December in downtown Palm Springs. It is held at night and the only lights are from the decorated palm trees and the entrants. The walking entrants were required to have white only lights on their clothes. Each vehicle must be decorated with only white lights — 100 lights times the number of wheels on your vehicle — so we needed 400 lights. To power the lights, we needed to have an inverter, which clipped to our battery and provided sufficient electricity.

Julie and Trevor Johnson. Chris Tolleson in the background.

We re-read the missive for days and finally decided to make this our first DeLorean outing. From then on, we had some planning to do. Trevor designed how we would decorate the car. He practiced with our lights at home for hours. Then he typed up installation instructions. We were ready.

Trevor and I arrived in Palm Springs on Saturday morning. As we pulled into the motel 6 parking lot, the initial staging area for the DeLoreans, we could see another DeLorean nose peeking out from behind a block wall. We soon had introduced ourselves to the Breers.

In the afternoon, other DeLoreans gathered in the parking lot to begin decorating their cars. Six DeLoreans had arrived and our enthusiasm grew. Only one car was still missing, Chip Sherick and his girlfriend Cris. Spirits were high as we started to work.

Since we had practiced at home, we knew exactly where we wanted the lights. It was fun to see what other owners had come up with for their "float". It took about three hours of talking, laughing, learning more about our car and admiring everyone's finished product.

Three-thirty, time to move to the staging area for judging. Still no Chip and Cris. Just as we were about to leave, they arrived. At the staging area, we had forty-five minutes to finish up. We watched in amazement as Chip and Cris finished with their car just before the judge's arrival.

When the judges came, we lit up our entries. All the autos were in one area. Soon a group came back carrying a banner for "Best Lighted Auto Entry". We had won! Although the DeLoreans have won for the past 3 years, it was still exciting.

Hank and Mimi Breer's car used an assortment of lights that had a selection of sixteen functions: twinkling, chasing and flashing. They used icicle lights on the doors and they really caught the parade watcher's eye.

We were next. We "cheated" and used net lights on the hood and louvers. The car and doors were outlined with lights. Just when we thought we were through decorating, Mimi told us interior lights were required. Since our dome light only works when it feels like it, we strung lights around the back and front inside. We topped out with 610 lights, which required another inverter. Hank and Mimi to the rescue.

THEY BROUGHT ALONG ENOUGH SPARE PARTS FOR EVERYONE.

This was Don Sigler and Chris Tolleson's second parade. They used star shaped lights on the hood; icicle lights around the bottom and outlined the car with twinkling lights. They took home the trophy for our entry. Congratulations!

Maria and Wayne Ortenburger were first timers, also. Although Wayne is the original owner of his DeLorean, it was his first experience with the parade. He and Maria decorated their car with 400 lights on the body.

Chip and Cris, who had the least amount of time to decorate, had a beautiful entry. But it got chilly, and in their haste to decorate their car, they taped the trunk shut with their coats in it! Then as the parade began, their lights went out. They frantically tried to fix the problem during the parade but, sad to say, they finished in the dark.

Ed and Mary Krasicki's car was the one we all watched. They covered the car with 5,000 lights! Their inverter was actually two truck batteries wired together, taking up most of the room on the rear shelf. The lights were piled on the car to look like snow, with two reindeers and a sleigh on top outlined in lights. It was blindingly beautiful when they powered it up! Mike Hanley, Brian Huckeba, Jeff Jackson and Kirk Dunne decorated the last entry. They used tube lights for the outline and hung long, silver tinsel from the bottom and doors. "Back to the Future" music blared from their special DeLorean stereo, mounted between the doors. This car was the winner of the "Participants' Choice Award", which we all voted on during the judging.

Finally, dusk came and it was time to parade! We rolled out onto Palm Canyon Blvd., and we were on our way.

The sidewalks were packed with people and they loved our cars. Cheers and shouts of Merry Christmas (and bad *Back to the Future* jokes) came floating back to us over the noise of the bands. Afterward, we went to dinner and replayed the whole wonderful experience.

This was a great outing and we enjoyed meeting the other owners as much as winning in the parade. So next fall, when you're looking for an outing to have fun in your DeLorean, I hope you will join us. We are already planning what to do next year!

DeLoreans on parade.

continued on next page...

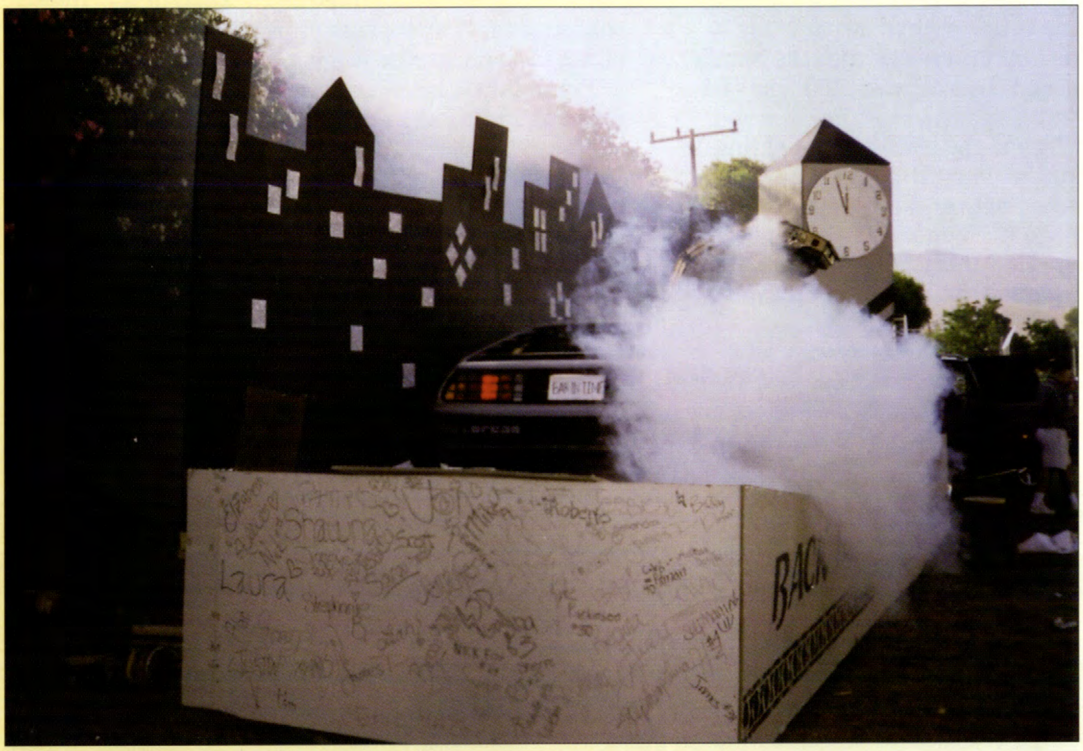
DELOREAN MILLENNIUM CASH (DMC)

Story and photos by Hank Breer and Mimi Breer, Altadena,CA

This issue of DeLorean World should reach you in late February or early March, but, as I write this, it is still December, 1999. So I don't know if the Millennium Bug, the scourge of Y2K, has caused the downfall of Western Civilization, or it was the biggest non-event in recorded history, or it was somewhere in between. But I do know that as the end of the year approaches, people's thoughts are more focused toward the future than usual. And some of these people are the ones who plan events for their organizations.

With the three Back to the Future movies in almost constant re-run on some cable channel, the tie-in to a DeLorean and the Millennium is hard to miss.

Whether the event theme was "Look Where We've Been… Look Where We're Going" or "Look at What We Are About to Do," a number of organizations were looking for DeLoreans to incorporate into their events.



A test of the system before Grace Brethren's Homecoming.

Simi Valley Homecoming

My involvement began by answering the telephone. A nice, young woman on the other end introduced herself as Marcella. She explained that the company she worked for was a business that normally supplied automobiles to the motion picture studios but, they had been contacted by a high school who wanted to use a DeLorean for part of its homecoming football game celebration.

Was I interested? Of course! Five years ago, when I bought my car, I decided that I should enjoy as many aspects of owning an exotic car as I could. I drive the car daily to the office, the market and the hardware store. Many weekends, I take the car to shows. And, I guess that I could be described as a parade junkie. So, here was something new and different to try. Marcella and I negotiated a fee for the use of the car then she gave me a time and directions to Grace Brethren High School, in Simi Valley, California.

One of the student's fathers must own a construction company because, when I arrived, there was a large trailer - the type you would use to move heavy construction equipment - waiting for the car. We placed the DeLorean on the trailer, a group of fathers adjusted the backdrop then hooked up a sound system (playing "Back in Time" from the movie) and a fog machine. It had been decided that the car, without BTTF attachments was the look they were going for. I thought it looked ver-r-y impressive.

During half time, the homecoming floats made the circuit of the field, and everyone ooh'd and aah'd. Unfortunately, the float was sponsored by the Sophomore Class and was a victim of school politics. The seniors won but we came in second. All in all, it was an enjoyable day filled with many positive comments about the car.

Sierra Madre Homecoming

A few days later, the phone rang again. This time it was the mother of the Senior Class President of Maranatha High School in Sierra Madre. (A few years ago, my son James had attended Maranatha but no one remembered that I had a DeLorean and had let him drive the car to school a few times.) Their request — another Homecoming game.

This time, they had a smaller trailer with the BTTF courthouse, "Doc" and "Marty". The plan had been that a group of dancers dressed in 50's clothing (that's when the school opened) would perform. Then, the DeLorean would drive past, and the dancers would disappear behind the scenes only to be replaced by a second group of dancers dressed in slightly futuristic garb (representing where the school was going). Since my son had played football for Maranatha, I let him drive the car this time. The night of the event, they had so many people down on the track that the car could not get past. Popping open the doors, flashing the headlights and tooting the horn created enough of a diversion that everything turned out fine and we took first place.

Next came the e-mails. A couple of students had found my e-mail address on the DeLorean Owners Association web site. On two consecutive days, I received a request from two different groups — Azusa Pacific University, in Azusa and University High School in Irvine, both for homecoming game festivities.

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Back to the Future float at Maranatha High School Homecoming.

Azusa Homecoming

Azusa Pacific's homecoming was larger than the others. Each residence hall had a float instead of just each class. Their float was quite a lot like Maranatha's — a depiction of the courthouse with "Doc", "Marty", "Biff" and "Jennifer" on board. I had rigged up a fishing pole with white lights and they had a student carrying a telephone pole constructed from a cardboard tube, with a wire attached to the courthouse clock. When I drove by, I turned on the lights on the pole and they used fire extinguishers and camera strobes to produce a cloud of smoke and simulate the lightning strike. The backdrop was a 50's scene painted on canvas. When the DeLorean drove past, they dropped the canvas to reveal a second scene.

"Doc" in shorts does his (her) thing at Azusa Pacific University's Homecoming.

Irvine Homecoming

University High School in Irvine took a different approach. Instead of having floats, they set up static displays on the football field and the various classes performed skits or dances in front of each display. The theme was "On to the Future" and "Doc" was the MC while "Marty" ran from scene to scene. The ceremony began when I delivered my passenger, "Doc," to the podium. As the various classes performed, the Prince and Princess for that class would arrive, disembark and be introduced. After the announcement of the King and Queen, I made a second appearance and picked up both "Doc" and "Marty" to take them "On to the Future".

As if four homecoming games weren't enough, I also got another call from Marcella. This time she had a client who was looking for a DeLorean to be part of a corporate Christmas party.

University High School goes "On to the Future".

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DELOREAN
GETAWAYS

Mountain TREK

Photos and story by David Knudson

Nestled in California's scenic San Jacinto mountains is an idyllic little town aptly named Idyllwild. It is about 100 miles from Los Angeles and the same from San Diego.

Idyllwild began its colorful and cultural history back in the late 1800's when a family from Michigan erected a sawmill, then shortly thereafter, a tent resort.

Through the years, it became the forested site for several prestigious cultural programs, numerous films, a nice selection of inns, excellent galleries, and dining spots that range from roadside cafes to a top drawer gourmet restaurant. Unusual and usual gift shops are sprinkled around the community — many in vintage resort cabins. In fact, while we were browsing through one of those converted cabins, looking at Christmas decorations, a showerhead sprouting from a tile wall reminded us we were standing in an ex-shower.

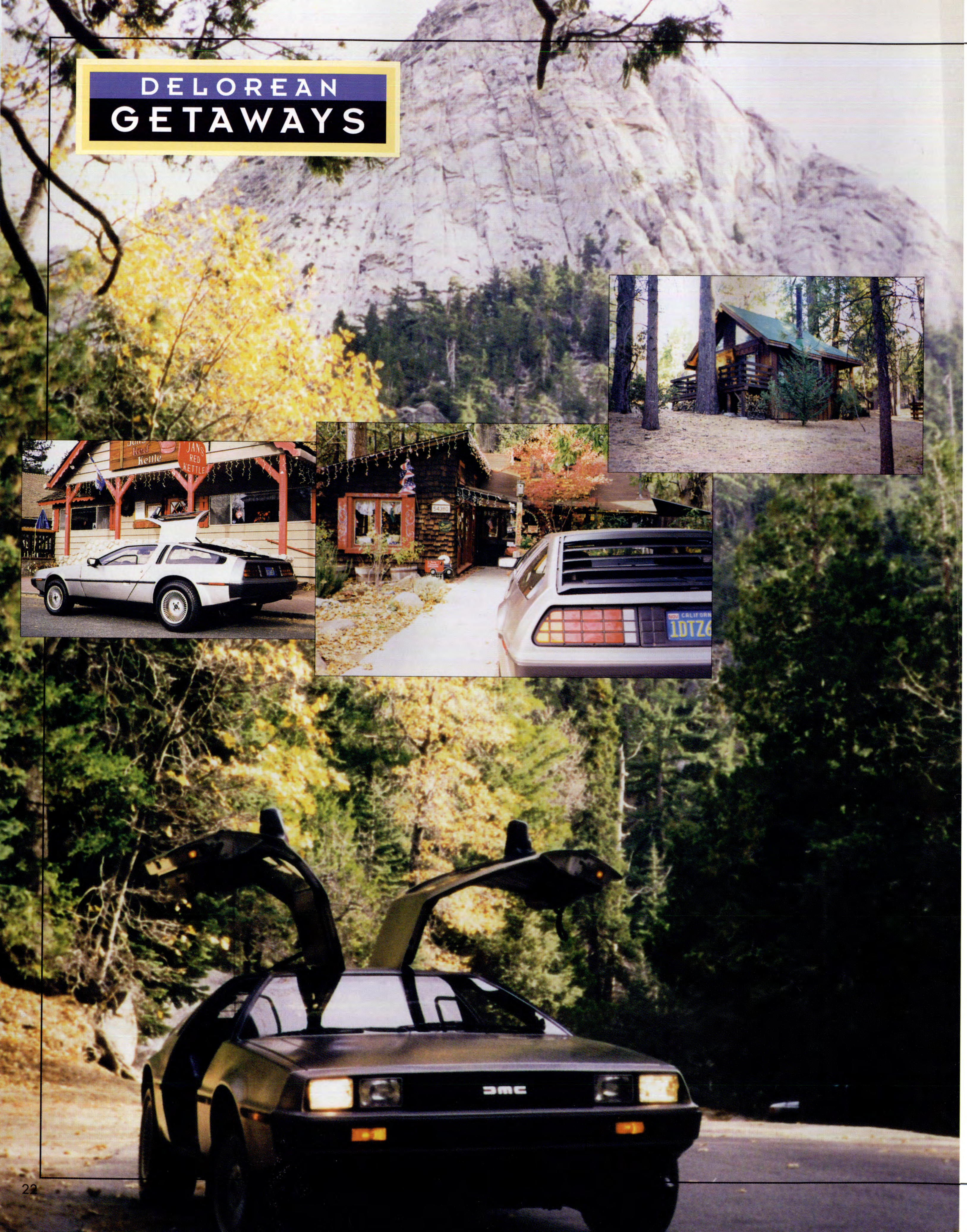
continued on next page...

Left: Bob Benedikt glides by Lake Fulmor. Above: The Benedikt's and the Knudson's cars on Palms to Pines Highway.

There is only one thing better than getting away for a weekend, and that's getting away for a weekend in your DeLorean.

If there is a great getaway that you particularly like, write an article about it for other members to enjoy. Today, people are so busy that many of them can only take a weekend off. This tends to mob the popular resorts on Fridays, Saturdays and Sundays. Therefore, we would appreciate articles about unique, yet DeLorean-accessible destinations that many people may not know about. (Make sure you include photos of your DeLorean at points of interest.)

If we choose your article, we'll send you $100.00 to put towards your next getaway.



Mountain TREK

Idyllwild is a delightful mix of this kind of funky and sophisticated arts. The renown Idyllwild Arts Academy has brought adults and children to their mountain campus for 50 years. Classes include numerous creative workshops in everything from Shakespeare to Native American flute making.

When planning your trip to the San Jacinto Mountains, you will have many lodging choices. You can rent entire private cabins or simply a room. As it turned out, we really had a combination of both. And a pleasant combination it was.

After weeks of the hustle-and-bustle Los Angeles life, Mary Lou and I like to escape to places that are quiet and relaxing. So, after scanning the many offerings on the Idyllwild website, we chose Quiet Creek Inn. The Inn's web site said it was situated on a creek, well out of town and surrounded by wildlife. Who could pass this up?

As it turned out, all of their claims were true and then some. Upon arrival we were greeted by the congenial owner Jerry Barstow who promised to make our stay memorable. He knew the mountains intimately so he was able to direct us to the best shops, restaurants and scenery.

For those of you interested in the great outdoors, it doesn't get much better than the San Jacintos. It is a hiker's and camper's dream. There are hundreds of miles of wilderness trails and dozens of secluded campsites. However unlike many California "wilderness" areas, you will not have to fight the crowds.

Unfortunately, we could only stay one night but we arrived early enough to get a good overview of the area. The following morning, Bob and Bev Benedikt, DeLorean owners from Hemet, met us at the Inn and accompanied us down the Palms to Pines Highway into Banning where we stopped for a brief lunch, then back to work for all of us.

The area has more than enough to see and do for several days and it is an exceptional place to shed the stress of the city.

See page 32 for phone numbers and a map of the area.

Opposite page: Taquitz Rock soars to nearly 8,000 feet. Insets: One of the many restaurants in town. Dozens of specialty shops line the streets of Idyllwild. Our cabin at Quiet Creek Inn. Above: The 50 ft. Idyllwild Tree Monument marks the center of town.

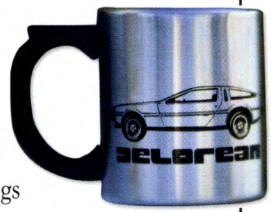
New Gift Ideas for the DeLorean Enthusiast

Association Long Sleeve Denim Shirt

This is a very high quality shirt at an exceptional value. It has a generous fit in the latest style. The distinctive black, silver and red DeLorean Owners Association logo is embroidered on 100% mid-weight denim. The shirt is double needle stitched throughout, includes a patch pocket, button-down collar, horn tone buttons and tuck-in tails. Great for all-weather driving in your DeLorean, or that weekend party with other DeLorean owners and enthusiasts.

(007) S, M, L, XL $34.95;
XXL, XXXL $37.95

Stainless Steel Mug and Cup



Drink in the same style as your DeLorean with these brushed stainless mugs and cups. Both the mugs and cups are vacuum insulated to keep your favorite beverage either hot or cold on the inside and comfortable to hold on the outside. The 16 ounce travel mug is reduced at the bottom to fit in cup holders in your 'other car'. It features two 'doors up' DeLoreans, and has a black lid that seals to minimize spills during fast accelerations and quick stops.

The 10 ounce cup, which has a single DeLorean and the distinctive nameplate, will look great on your desk, at the table, or in the backyard, and they will tell your guests you simply love DeLoreans.

Travel Mug (109) $19.95
Desk Cup (119) $9.95
Set of 4 Cups (119S4) $36.00
Set of 4 Cups and 1 Mug (120) $52.00
Set of 4 Cups and 2 Mugs (121) $68.00

DeLorean Watch

Here is the watch for the DeLorean enthusiast who has everything else! You may get a bit dizzy watching the shiny DeLorean race around the handsome black-faced dial with the familiar DeLorean nameplate but you'll have a real conversation piece. This sharp SWEDA watch features a matte silver case and a fine mesh band. It is water resistant and shock proof, and comes with a limited life-time warranty. The watch is packed in a nice velvet-lined silver plastic gift box.

(112) $49.95

DeLorean Store

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Phone/Fax 818-547-3638
Save by ordering on website: www.deloreanstore.com

Add shipping charges listed in main DeLorean Store ad, plus 8.25% sales tax on California orders.

SHOWS & CELEBRATIONS

continued from page 19

Corporate Party

The Parker Hannifin Corporation was having their annual Christmas party for 500 employees and spouses in the Grand Ballroom of the Irvine Marriott Hotel. Rather than just contracting with the hotel for the banquet facilities and food, Parker had hired a company, AB Events, to decorate and stage the party. Guests entered the ballroom walking through a "time tunnel" and were confronted with my DeLorean. The production company supplied a "Mr. Fusion", ducting, exhaust vents, rope lights, a flux capacitor and time circuits display. They had also hired professional impersonators for Christopher Lloyd and Michael J. Fox to play "Doc" and "Marty" and who greeted the guests and explained that they were being treated to a trip back through time to different eras of the twentieth century.

Each corner of the room contained vignettes of different time periods featuring a pair of dancers doing popular dances of the time. In the 20's Speakeasy, they did the Charleston next to a bathtub full of balloons (bathtub gin). At the '40's USO Show, a soldier and a volunteer were doing the Swing. At the '50's drive-in, a car-hop was Twisting with her high school boyfriend. They were Groovin' at the '60's love shack with the Beatles and at the '70's Disco, you had to Hustle. By far, this was the most elaborate Christmas Party I had ever seen.

Over 500 Parker Hannifin employees enjoy a trip into time at their Christmas party.

Although I donated the use of my car to Marantha High School because my son attended, I was paid for the other events. For the homecoming games, we were also invited to attend the game and fed hot dogs, nachos and cokes. So, you may ask, am I now rich and looking for more DeLoreans to expand my fleet? Not hardly. But I did make enough that when that *?!!#@* Lambda Light turns on again I can pay for a 30,000 mile service. And I had a blast doing it.

DAMAGE MEANS COMPENSATION

My experiences with renting out my car this year demonstrate the importance of proper insurance. While at the homecoming games, the car was always under my control, and fortunately, there were no problems. However, at the Christmas party, after we had placed the car in the ballroom and supervised the attachment of the BTTF props, my wife and I left it in the care of the production company.

As anyone who has displayed their car at a show can attest, it seems that everyone who walks by has to reach out and touch it. No problem. We had expected fingerprints. But neither we nor the production company had anticipated that many of the party guests would want to have their pictures taken both beside and inside the car. Sometime during the evening, a party guest managed to break loose the armrest extension behind the door on the driver's side.

Fortunately for us, this did not turn out to be a large problem. Before the event, we had made sure that the company had liability and damage insurance and that the car was listed on a rider to their policy. Before we left the ballroom, we inspected the car, showed the on-site manager the damage and took pictures. The production company admitted that since the car was in their care, it was their responsibility. We had a check for the full cost of the repair within the week.

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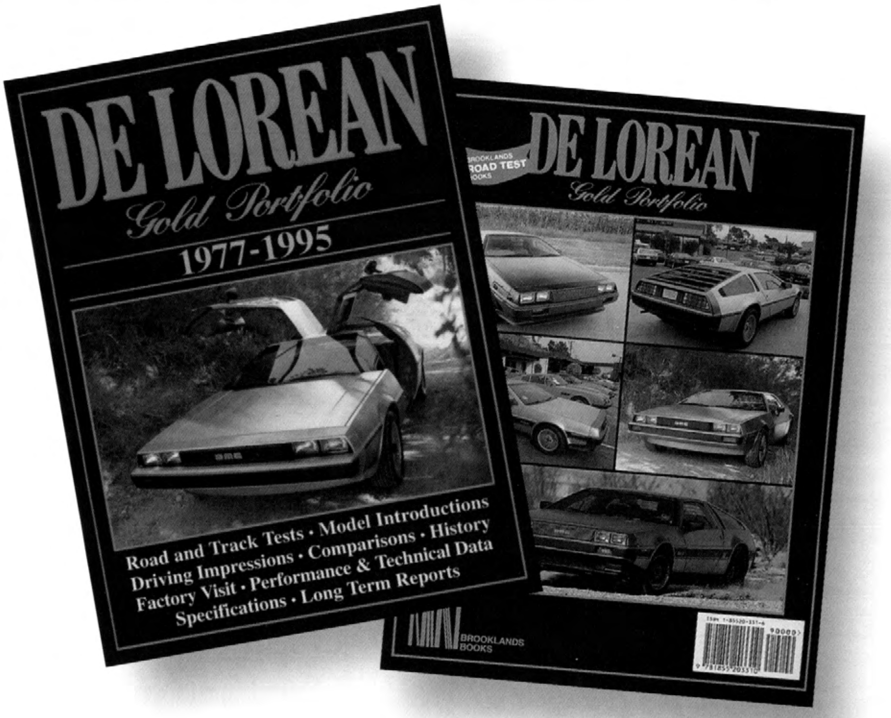
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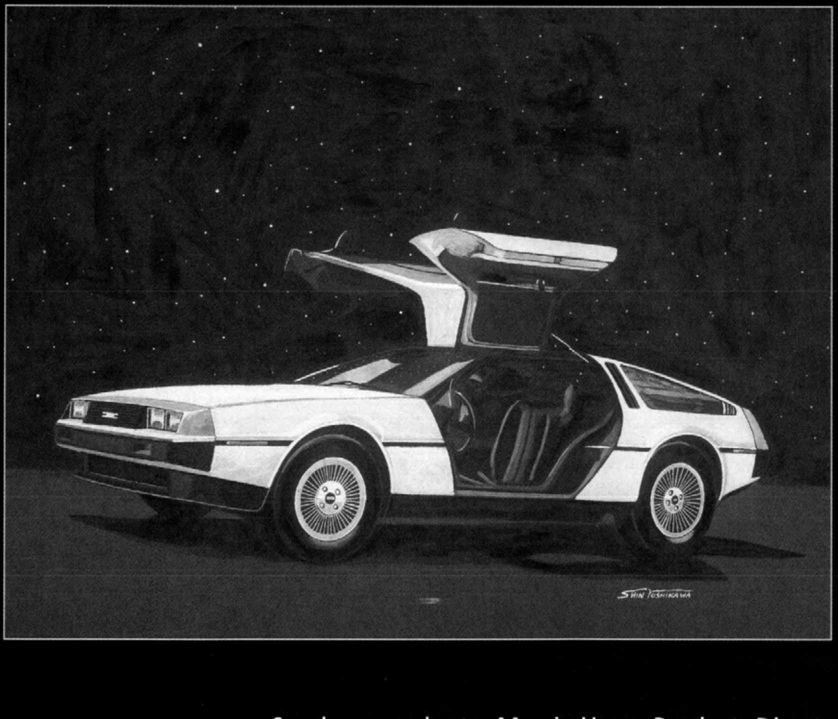
Beautiful DeLorean poster.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DeLorean service bulletin #56

Courtesy of DeLorean Motor Company,
Houston, TX (800) USA-DMC1

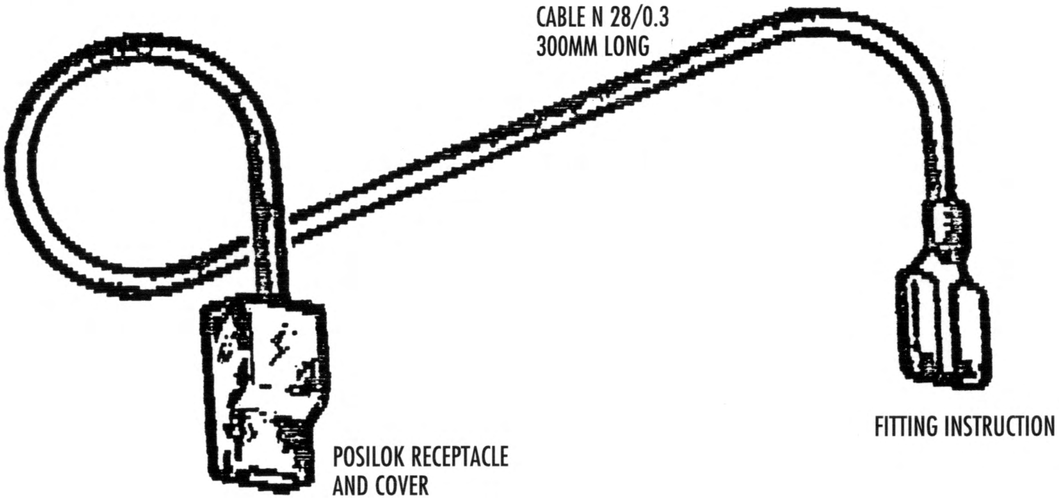
This is another previously unpublished bulletin.

DELOREAN WORLD has obtained most of the early service bulletins issued by the factory. Many of them reference the VIN numbers to which to subject of the bulletin applies. We will publish this series over several issues, believing that this is an important part of the car's history and is also a service to those who are unaware of these factory documents.

Subject - STARTER SOLENOID JUMP LEAD
Vehicles Affected - PRIOR TO VIN 2547
Date Issued - 11-26-81

ACTION:

Due to a voltage drop in the main harness prior to Vin 2547, the operating voltage on the starter solenoid is not high enough to ensure safe operation of the solenoid with a slightly discharged battery. To rectify this, a jump lead 300MM long shown (below) should be added to the main harness.



Remove receptacles from 30/51 and 85. Start inhibit relay, cut off cable 178 (wy) link, re insert W.R. cable in B5 insert 6/35MM end of jump lead in 30/51 connecting other end to feed side of blower thermal trip.

(Errata: The bulletin number for the bulletin published in the last issue, Vol. 16, No. 4 was 54.)

Dyno Testing

continued from page 13

first test, the peak HP was 112 and the peak torque was 170 ft./lbs.

Given this lean condition, Jason had Glenn adjust the main fuel distributor to richen up the mixture. We then did our second dyno test.

On the second test, the HP increased to 121, but torque slightly decreased to 166 ft./lbs. The engine still showed signs of being too lean. So Glenn richened it up another 1/4 turn and we tested the car again. This time, the test results were about the same, so we moved to another adjustment - increasing the boost. Glenn adjusted the limit on the supercharger to give 6 psi of boost. On the final dyno run, the HP increased to 129 @ 2,700 rpm, the torque stayed the same at 166 ft./lbs. @ 4,600 rpm. The engine showed no signs of detonation with this level of boost which was important to know.

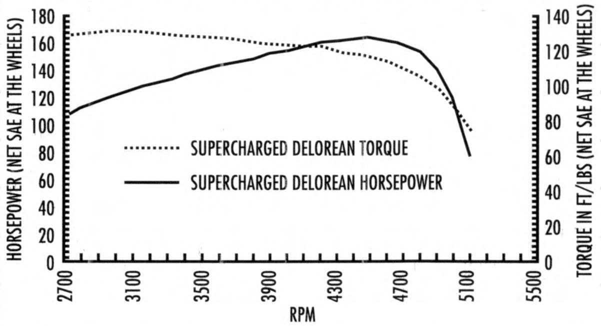
These four tests clearly showed the benefits of "Dyno Tuning."

A 17 HP increase in engine performance is very substantial. The supercharged car sounded really powerful with only its catalytic converter and resonators. However, everyone agreed that this engine was not reaching its full power potential because it suffered from both ignition and fuel delivery problems. These are not really problems but obvious opportunities to increase the power output of this engine. Glenn and Jason were really anxious to start their upgrades as soon as possible.

What is really interesting in these test results is the relatively flat horsepower curve in this power range. The horsepower was well above the stock engine right from the start of the test. This indicates this car accelerates very well, compared to the stock DeLorean which is exactly how the car feels according to Jason and Glenn. We can't wait to really get this engine up to its full potential.

The final horsepower and torque curves for the supercharged DeLorean are shown below:

SUPERCHARGED DELOREAN DYNO TESTED – HORSEPOWER AND TORQUE



TURBOCHARGED DELOREAN TEST RESULTS

This was the second DeLorean we tested on Dyno Day. Since this was the first dyno power test of Marty's DeLorean, he wanted to do some dyno tuning of his car, also. Like the supercharged car, this meant that we would be doing repeated dyno tests measuring the effects of different adjustments to the engine. On the first test, the stock DeLorean ignition system appeared to become erratic starting as early as 3,600 rpm. On the first test, the peak HP was 133 and the peak torque was 187 ft./lbs.

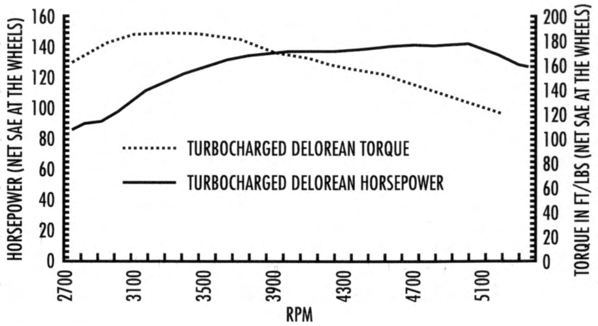
Marty wanted to see what difference increasing the boost would have, so he increased the boost to 6 psi. This time, the test results showed 140 HP with the same torque. The engine appeared to show signs of being too lean. So Marty had Glenn richen it up a little and we tested the car again. On the final dyno run, the HP increased to 142 @ 4,700 rpm, the torque stayed the same at 186 ft./lbs.@ 3,600 rpm. The engine also showed no signs of detonation with this level of boost which was again, very important to know. Based on this testing, it appears that DeLorean engines can easily handle 6 psi of boost in any form. This set of tests again showed the benefits of "Dyno Tuning" by providing a 7 HP increase.

On an exhaust sound comparison, Marty's car is a single exhaust with a large catalytic converter and small turbo muffler. The exhaust tuning is excellent and the car really sounded great throughout the dyno run. This testing showed that the DeLorean engine is very responsive to turbocharging especially for higher speeds.

What is really interesting in these test results is the constantly increasing torque curve and the relative flat horsepower curve in a very broad power range. This would make the car accelerate very well once up to cruising speed and up to top speed. This is exactly how the car feels according to Marty.

The final horsepower and torque curves for the turbocharged DeLorean are shown below:

TURBOCHARGED DELOREAN DYNO TESTED – HORSEPOWER AND TORQUE



THE V-8 DELOREAN TEST RESULTS

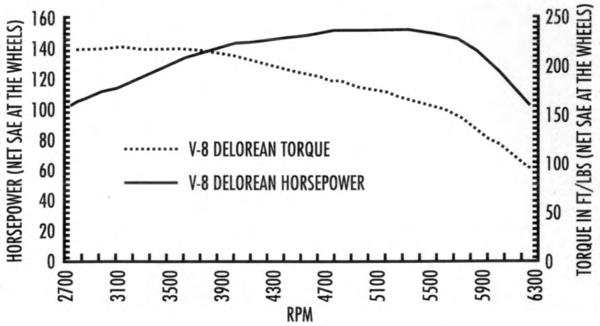
The V-8 DeLorean was tested in its current carburated set up on a same brand and type of dyno at the Hot Rod Power Tour at Route 66 Drag Raceway in Joliet, Illinois. The initial dyno tuning was done at Street Stuff in March 1999. The peak horsepower was 168 @ 4,800 rpm with 216 ft./lbs. torque at 3,100 rpm. These horsepower and torque peaks are well above the readings of the other cars tested. The torque peaked at low rpm similar to the stock DeLorean engine. A major difference though was the higher rpm range of this engine. This is mainly due to a performance intake manifold and a larger camshaft. The current Edlebrook Performer intake manifold, Inderskian camshaft and Carter AFB carburetor show a broad horsepower curve. This makes the car feel strong throughout the driving range, especially with the horsepower coming up in higher rpms. Combining this engine with the ZF 4 speed automatic transmission and the slightly higher gear ratios than the stock DeLorean transmission gives this combination very good road performance.

The V-8 DeLorean represented a total power train change and a significant cost differential compared to the supercharged and turbocharged cars. From a cost viewpoint, the V-8 upgrade is at least 4 times ($5,000 vs. $20,000) as much of an investment as the other two methods. Do you get 4 times the power? Unfortunately not. It is, in many respects, similar to the decrease return in productivity one gets with each increasing dollar of production cost.

On the other hand, true hot rodders always spend more than they expected to get in performance. Consequently, it is planned to replace the carburetor and intake manifold with a Rover fuel injection manifold in early 2000. The car will then be retested on the Spring Dyno Day.

The horsepower and torque curves are shown below:

V-8 POWERED DELOREAN DYNO TESTED – HORSEPOWER AND TORQUE



SUMMARY OF RESULTS

These initial test results are summarized in the table below:

Engine & Transmission	Peak HP	% Over Stock	Peak Torque	% Over Stock
Stock - 5-Speed Stick	100	0	134	0
Stock Automatic	90	-10%	115	-14%
Supercharged - 5-speed stick	129	+29%	166	+23%
Turbocharged - 5-speed stick	142	+42%	186	+38%
V-8 Automatic	67	+67%	216	+61%

The above table summarizes the initial dyno testing results. It shows that an automatic transmission car has more friction loss resulting in at least a 10% loss of power. It also shows that supercharging the engine increases power by about 25%, while turbocharging the engine increases power about 40%. Finally, increasing engine size by 60%, results in a corresponding 61+% increase in power.

These results allow us to infer a number of interesting conclusions.

First, the DeLorean engine is very responsive to turbocharging with a 42% increase in peak horsepower output. Second, supercharging the engine produces a significant horsepower gain of at least 25%. (Perhaps a larger supercharger or faster driving of the supercharger would produce even a higher HP gain.) Last, a larger engine results in a corresponding increase in power output.

However, these conclusions are simplistic and are not the total picture. More interesting questions are, at what speed and engine rpm do these power increases occur? Are low speed power increases more "fun" than higher speed power increases? These are really complex questions to answer and will have to wait until Part II is written. In Part II, we will combine all of the curves and show the low rpm horsepower and torque curves for these engines. This information will provide some real performance comparisons including the 0-30 and 0-60 times, 1/4 mile times, top speeds, acceleration rate comparisons, and much more. This should provide DeLorean owners with a clear perspective of engine upgrade options.

SOURCES

Glenn & Sons Automotive
19170 West Route 137, Libertyville, Illinois 60048
(847) 362-2886 • e-mail: Autodoc50@aol.com
Street Stuff
633 S Addison Road, Addison, IL 60101
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website: www.idyllwildarts.org

Idyllwild Chamber of Commerce -
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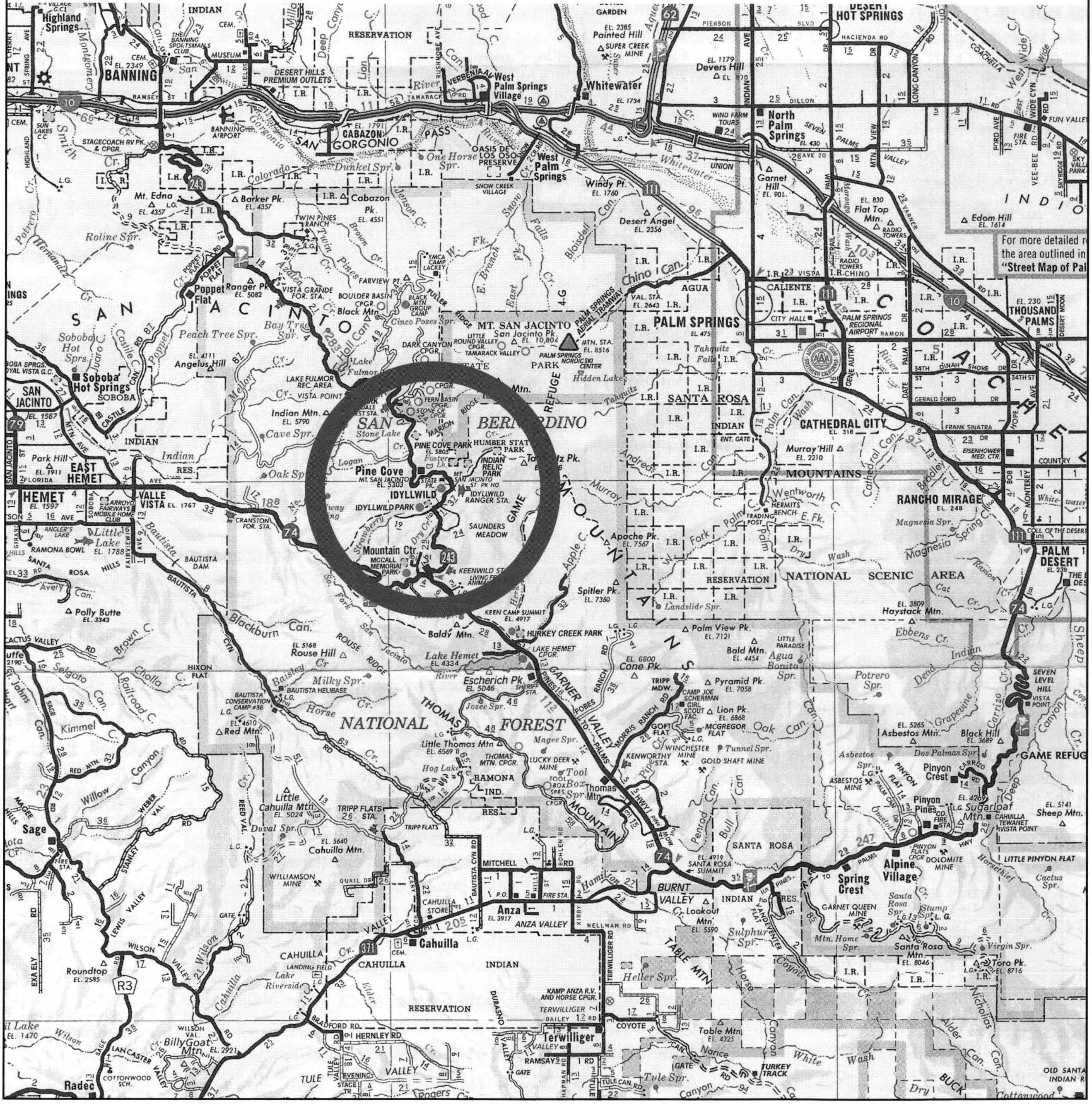

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For more detailed map of the area outlined in "Street Map of Pal

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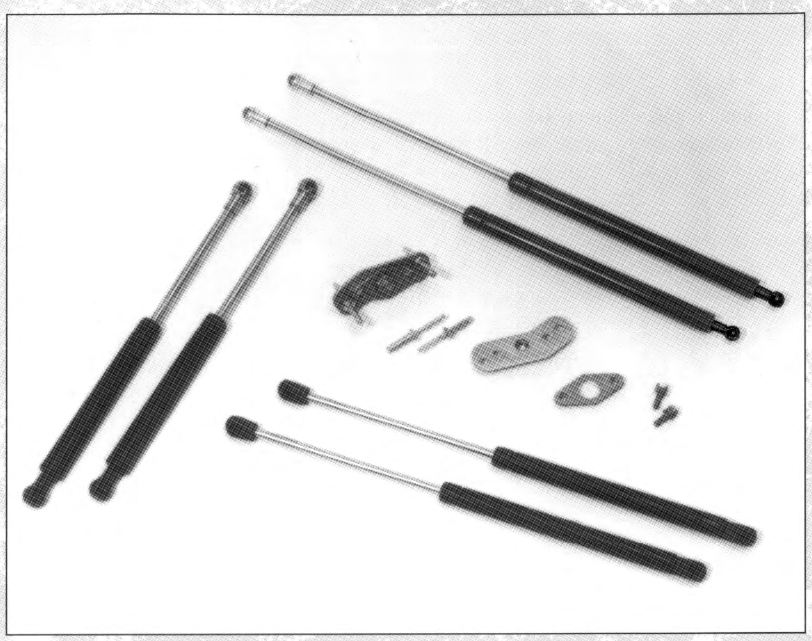

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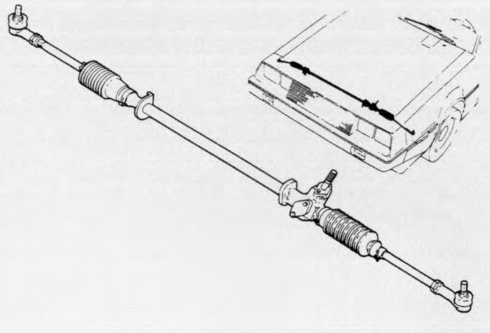

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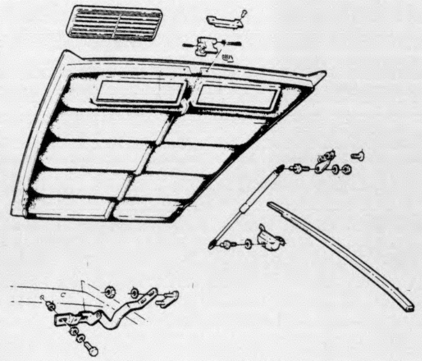

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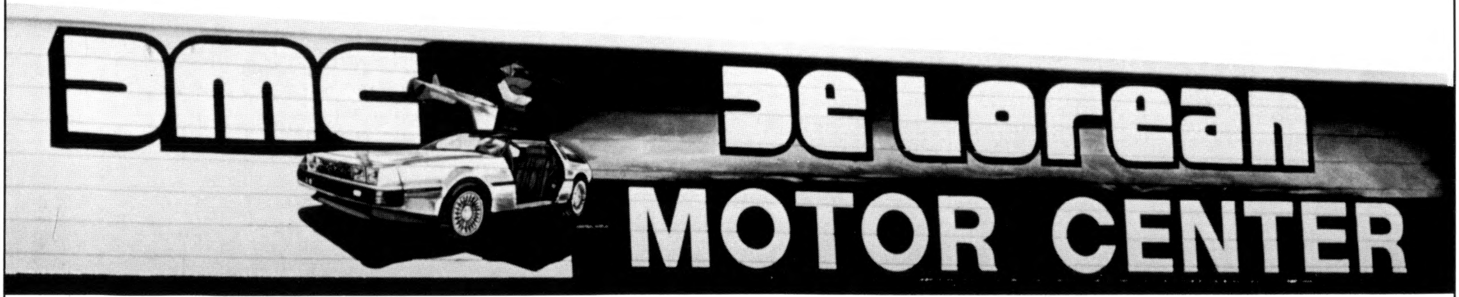

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Volume 17, No. 2 .... April 1, 2000
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DeLoreanWorld

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The mission of the DeLorean Owners Association is to support the DeLorean automobile. This support will take the form of continually striving to maintain an image of quality design and manufacture for the marque. This support will be conveyed in all printed and electronic media, by the Association's Directors, and at the events it conducts.

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The Association is offering $100 to the author of a "DeLorean Getaways" article. A one year Association membership is offered for any other feature-length article that is published.

Please send all DeLorean World articles and photographs directly to the editor:

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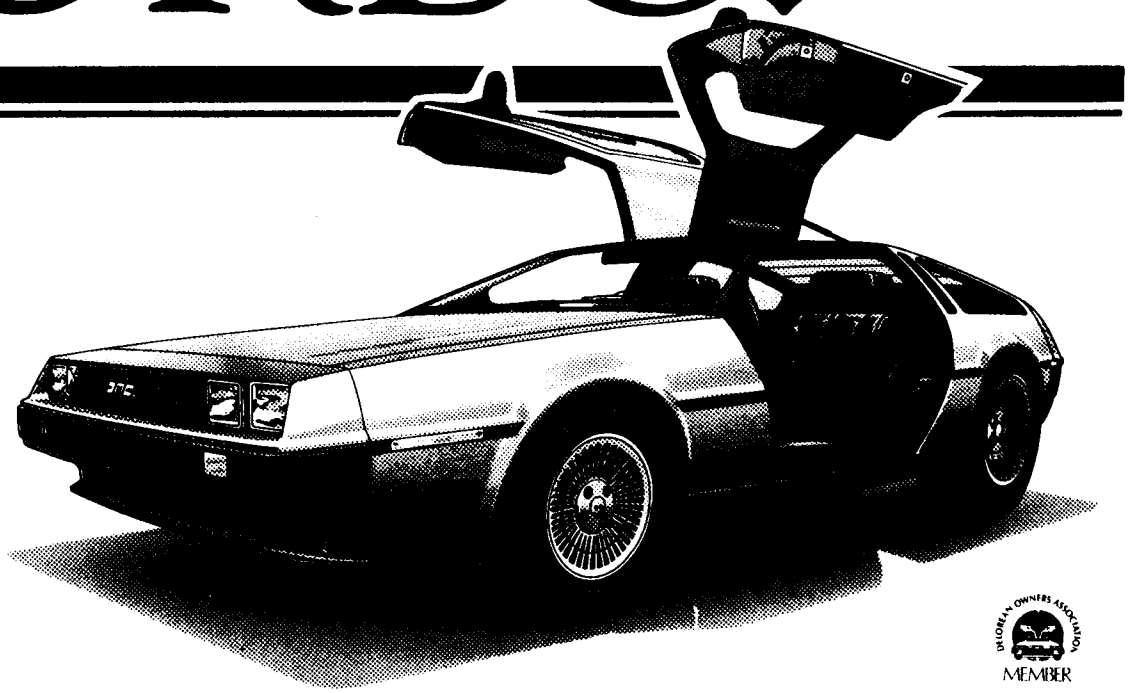

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